

Co-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions, to Sell by
PUBLIC AUCTION,
at Bicton Plantation Road, the Peak, the Residence of Mr. H. T. MEYERINK,
ON

WEDNESDAY, the 15th February, 1899,
Commencing at 2.30 P.M.
THE WHOLE OF THE
FINE HOUSEHOLD FURNITURE.
All Nearly New.

Comprising—
Very Fine TEAK-COVERED READING
ROOM FURNITURE, LEATHER COVERED
and BOOKCASES and WRITING
DESK to Match, CURTAINS, CARPETS,
HAIR CARPETS, SIDEBOARD, WHAT-
NOTS, MARBLE TOP VERANDA
TABLES, CHAIRS, EASY CHAIRS, HALL
TABLES, IRON BEDSTEADS with Spring
Mattresses, BATHTUBS, WARDROBES,
FINE PICTURES and BRONZES, GLASS-
WARE, CUTLERY and CROCKERY,
&c., &c.

A Lot of New TABLE LINEN—unused.
Several Fine Marble and HALL CLOCKS.
On View from Sunday, the 12th Feb., A.C.
Catalogues are to be had at the house or from
the undersigned.

TERMS OF SALE:—As customary.
PAUL BREWITT,
Auctioneer.
Hongkong, 8th February, 1899. [196a]



VICTORIA PRECEPTORY.

A REGULAR MEETING OF THE VIC-
TORIA PRECEPTORY will be held at the
FARMERS' HALL, Zealand Street, on
THURSDAY, the 16th instant, at 8.30 for 9 p.m.
Thursdays. Visiting Sir Knights are cordially
invited to attend.
Hongkong, 8th February, 1899. [194a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"WOOSUNG,"
Captain Dawson, will be despatched as above
TO-MORROW, the 9th instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th February, 1899. [195a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"SUISANG,"
Captain Payne, will be despatched as above
ON SATURDAY, the 11th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 8th February, 1899. [196a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SOUTH AFRICA, CALCUTTA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.

THE Company's Steamship
"GISELA,"
Captain F. Mosca, will be despatched as above
ON SUNDAY, the 12th instant, at Daylight.
Silk and Valuables are transhipped on arrival
at Bombay via an accelerated liner.
For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 8th February, 1899. [197a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship
"TAI LEE,"
Captain Kock, will be despatched for the
above Port, on MONDAY, the 13th instant,
at 5 P.M.
This Steamer has Accommodation for
Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 8th February, 1899. [191a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched as above
ON MONDAY, the 13th instant, at 4 P.M.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Chamber which ensures the supply of Fresh
Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric-light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 8th February, 1899. [192a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"SUISANG,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, at Kowloon,
whence delivery may be obtained.

Cargo remaining undelivered after the 15th
instant, will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Manager.
Hongkong, 8th February, 1899. [193a]

Co-day's Advertisement.

BIJOU THEATRE.

RECLAMATION GROUND, PRAYA, WEST.

LAST {4} NIGHTS

OF

"ROBINSON CRUSOE."

TO-NIGHT

(WEDNESDAY), the 8th February, 1899.

LAST Night but three of

THE PORT OF HULL.

THE OPEN SEA.

Last Night but three of

THE BOTTOM OF THE SEA.

Last Night but three of

THE TROPICAL ISLAND.

Last Night but three of

CRUSOE'S HUT AND PALACE.

FRIDAY, 10th and SATURDAY, 11th Feb.

MATINEES at 4 P.M.

MONDAY, the 13th February, 1899.

First Grand Change of Programme

"BLUE BEARD."

PRICES AS USUAL.

Hongkong, 8th February, 1899. [118a]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality,

Red Capsule \$14.40

C.—FINE OLD VINTAGE, super-

ior quality, Black

Seal Capsule..... 16.20

D.—VERY FINE OLD VINTAGE

extra superior, Violet

Capsule (Old Bottled) 20.40

Port after removal should be rested

for a month before use. Wine re-

quired for drinking at once should be

ordered to be decanted at the Dis-

pensary before being sent out.

These Wines are too favourably

known to need comment.

Sample bottles and smaller quanti-

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 8, 1899

NOTES AND COMMENTS.

The news wired by Reuter to the effect

that the bill for the ratification of the Treaty

of Peace between Spain and the United

States has passed the United States Senate,

by a majority of three only, serves to show

that the new policy of expansion, entered

upon by the American Government is by no

means so universally popular as it appeared

to be at the time of the signing of the

Protocol. Reuter's wire of the 6th instant

stated that but slender hopes were enter-

tained at Washington of the Treaty receiving

ratification; and, in all probability, had the

unfortunate collision between the American

and Philippine troops on Saturday and Sunday

last not taken place, the bill would have

been rejected. The Honourable JOHN

BARRITT, in his interesting lecture recently

delivered before the Odd Volumes Society,

explained very fully and clearly that a two-

thirds majority was absolutely necessary for

the passing of a bill, and it is easy to imagine

that the three votes which eventually carried

the day might not have been forthcoming

had events at Manila been otherwise.

The fact that President McKinley had

appointed a commission to report upon the

Philippine question may be taken as showing

that a large proportion of the people of the

United States were in favour of giving the

Philippines a fair hearing before forcing a

government upon them. Had the ratifica-

tion of the Treaty failed, the United States

would certainly have been no worse off than

before and some other arrangement might

have been arrived at with Spain which

would have been acceptable to both sections

of Americans. As matters now stand,

however, the situation can only be described

as having gone from bad to worse. The

Philippines, having risen against the Ame-

ricans, the United States are placed in

even a worse position than that occupied by

Spain prior to the outbreak of the war. They

have, it is true, taken over the islands from

Spain, but, in a sense, they were not

Spain's to sell, for the Philippines, in the in-

terim between the signing of the Protocol and

the ratification of the Treaty of Peace, have

successfully dealt the death blow to

Spanish authority in the Philippines and

have obtained command of practically the whole country, with the exception of Manila and Cavite.

This conquest of the Spaniards has not, it appears, been accomplished by the Philippines on behalf of the United States. In the beginning the Philippines certainly acted with the Americans and did yeoman service in driving the Spaniards into Manila and clearing the ground for the American troops, who, upon their arrival, found that little or nothing remained to be done. The Philippines hemmed in Spaniards on land and the American fleet was fully capable of reducing Manila to a mass of ruins, so that capitulation or utter destruction was the only choice left to the Spaniards. Then the Philippines naturally looked for some recognition at the hands of the Americans but found, to their surprise, that it was not forthcoming. The American military authorities utterly ignored them, and hence the first seeds of distrust of the intentions of the United States were sown.

It is comparatively easy to moralize and to point out mistakes after the event, but still we think that we cannot be blamed for saying that the present situation in the Philippines has been brought about by a complete lack of any definite policy upon the part of the United States. We believe that the matter has been discussed in the Senate and the question of the future of the Philippines thoroughly thrashed out, and the arguments for and against American Occupation carefully weighed and a definite line of policy adopted, immediately after the news of the destruction of the Spanish fleet off Cavite was received. On the other hand, the Americans have allowed matters to drift; they have decided upon no particular line of policy and have left affairs take care of themselves with the result which we now witness.

How is it all to end? We earnestly trust that it may be possible to arrange an amicable settlement between the Americans and the Philippines even yet. The action of Saturday and Sunday last may have damped the ardour of the Philippines for the time being, but we have had an object lesson in their steadfastness of purpose in the untiring energy that they displayed in the rebellion against Spanish rule, and it is only to be supposed that they will be equally determined in the present instance. If it is to be war, there can be little doubt as to the eventual triumph of the Americans, but it must be remembered that it will be a long and costly proceeding to reduce the Philippines to obedience by force. The Philippines can carry on a guerilla warfare, probably for years, and can harass the Americans to an alarming extent with but little loss to themselves, for they know the country and are used to jungle fighting. In the interests of trade, which will be greatly disorganized thereby, and more particularly in the interests of humanity and peace, it is to be hoped that the Philippines.

TELEGRAMS.

(By Telegraph.)

Special to the "Hongkong Telegraph."

THE SITUATION AT MANILA.

MANILA, 8th February,

4.51 p.m.

AN IMPORTANT CAPTURE.

Aguineldo's captain-general and private

secretary have been taken prisoners.

THE WATERWORKS TAKEN.

The Americans have captured the Manila

waterworks.

PROPOSED NEGOTIATIONS.

Aguineldo proposed a cessation of hos-

tilities with a view to opening negotiations

but General Otis refused to entertain the

proposition.

THE FIGHTING CONTINUES.

Desultory firing continues but the Philippi-

nes have been taken prisoners.

THE RISING THAT FAILED.

The arrangements for the Philippine rising

in the town of Manila have entirely col-

lapsed.

Received at 5.30 p.m.

Published at 5.45 p.m.

REUTER'S TELEGRAMS.

THE DREYFUS AFFAIR.

LONDON, February 6th.

The Committee of the Chamber has rejected

the Dreyfus Bill on the ground that M. Man-

zeau's report was not convincing.

THE LIBERAL LEADERSHIP.

Sir Henry Campbell-Bannerman has been

elected leader of the Liberal Party.

THE PEACE TREATY RATIFIED.

The Washington Senate has ratified the

treaty of peace between the United States and

Spain by a majority of three.

CLERICAL.

Rev. Mr. Foss, a Missionary at Kobe has

been consecrated Bishop of Osaka.

OBITUARY.

The deaths are announced of Count Caprivi

and Prince Alfred of Coburg.

WEATHER REPORT.

The Observatory report says:—On the 8th,

at 11.50 a.m. The barometer has fallen on the

China coast. Pressure remains low in the

extreme North, and highest over Central

China. Gradient slight on the coast, moderate

with fresh monsoon in the N. part of the China

Sea. Forecast:—light or moderate N.E. to N.

winds; fine.

LOCAL AND GENERAL.

MAJOR Wellby, by permission of King Menelick, is going west from Lake Rudolf to one of the sources of the Sobat, and thence to Fashoda.

THE French Government has decided to make Nouméa, New Caledonia, its naval headquarters in the Pacific, and to establish there a large dock and naval works.

IN the matter of the suggested Pacific Cable, it is expected that Canada and Great Britain will raise the sum required (both contributing equal amounts) to cover the estimated cost of the project.

FOR embezzling \$6.80 and \$5 in July and August last year an assistant at one time employed in a shop in Jervis Street, was at the Magistracy this morning sentenced to a month's imprisonment.

A Football match was played yesterday afternoon between a team from H.M.S. *Alacrity* and one from H.M.S. *Waterwitch*. The latter after a well contested game managed to gain a victory by 1 goal to nil.

TO-MORROW afternoon, on the Hongkong Football Club's ground, at Happy Valley, in the second round for the Challenge Shield, H.M.S. *Victorious* will play E. Company of the Royal Welsh Fusiliers. Kick-off at 4.15 p.m.

THE Governor of German East Africa has received a letter from a mining manager stating that he has discovered a great gold reef south of Lake Victoria, and that he is convinced that the whole plateau contains rich veins of the metal.

TO the end of November last year, 246 vessels, of 380,000 tons, were launched on the Clyde, as against 222 vessels, of 278,000 tons in 1897, being the largest return for ten years. Never before have the Clyde ship-builders had so much naval work on hand as now.

THE worst epidemic of influenza which has visited New York since 1893, was raging there last month. The leading physicians attribute it to the filthy condition of the streets. In the fatal cases the attack was invariably followed by pneumonia, and the hospitals of the city were full of sufferers.

ACCORDING to one of our exchanges, the Korean budget for the next fiscal year will amount to about 6,000,000 yen, having been reduced by a million yen from the original departmental estimate of 7,000,000 yen. The Imperial Household expenses have been raised to 1,000,000 yen without opposition.

FRESH strength is being lent every day in New York to the suggestion that the United States and Great Britain should jointly construct and control the proposed Nicaragua Canal. Hitherto, the suggestion has been that the States should undertake the construction, and Great Britain join them only in guaranteeing neutrality.

A compromise of the currency difficulty on the basis of India opening her mints to silver and the United States opening their mints to silver and gold alike at the ratio of 22 to 1. Additional support has been secured for this proposal, and it is

However fierce our antagonism, it must not blind us to the commercial development which has been attained by our rivals. In less than half a century England has found the means of placing the whole world at her service. She has become the first nation in the matter of transport. At the present day she carries more than half the merchandise of the world. The British Empire consists of more than 11,000,000 square miles of territory and 353,000,000 inhabitants. The general and political economy of a country which has achieved this colossal extension naturally forces itself upon the attention of all thinking persons; and more especially upon that of all patriotic Frenchmen.—*L. FRANK.*

The consumption of paper has increased extraordinarily in Japan, and although the home production is large, there is a good market for imported paper. Rice straw is an important factor in the manufacture of Japanese machine-made paper, only when there is a poor rice-crop is wood fibre imported to any appreciable extent. Several Japanese paper mills, as well as the Fuji Paper Mill, near Shizuoka, the largest in Japan, produce their own wood pulp and good fibre. The Kiowa Mill, at Kio, is the only fibre mill in Japan. The best wood pulp imported is from the most part from Sweden, and fetches, according to quality, from \$85 to \$100 per ton or 2,240 pounds. Ocean freight, insurance and lighterage amount to from 13 to 20 per cent. of the value; the products of the paper industry pay an import duty of 5 per cent. *valeren* (old tariff). In Skirralah and in small families make a paper textile, in which the warp threads consist of silk or cotton yarn, while the woof threads are twisted from narrow strips of hand-made paper. How much the production of hand-made paper increases is demonstrated by the fact that in 1887 the total value of production amounted to \$4,700,000, while in 1895 it had risen to \$9,100,000. The production of machine-made paper in Japan was in the fiscal year 1895-96 approximately as follows:—Fuji, 12,000,000 pounds; Otsu, 10,000,000; Kobe, 7,000,000; Senju, 12,000,000; Yokkaichi, 3,000,000; Abe, 3,000,000; Koshi, 800,000; Iwaga, 600,000; or a total of 43,300,000 pounds. The mills represent a value of \$3,700,000. They worked, in 1895-96, a total of 27,000,000

TO-DAY.

Wednesday, 8th February, 1899.

Chinese—28th of 12th moon of 25th year of
Kwang-shi.

sun—Rises	7hr. 2min.
Sets	4hr. 51min.
High water—Morning	8hr. 30min.
Afternoon	7hr. 3min.
Low water—Morning	4hr. 55min.
Afternoon	7hr. 5min.

Proprietor & Manager.
Hongkong, 3rd April, 1895. [21]

APOTHECARIES' HALL, 66, Queen's Road,
Central, Hongkong. [38]

ALL of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Agents,
Hongkong, 6th February, 1899. [1811

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTAMI MARU.....	NAGASAKI, MOJI, KOBE and YOKOHAMA	FRIDAY, 10th February, at 4 P.M.
MIKE MARU.....	KOBE and YOKOHAMA	THURSDAY, 16th February, at 4 P.M.
TOSA MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 16th February, at 4 P.M.
SAGAMI MARU.....	SHANGHAI, CHEMULPO and YOKOHAMA	FRIDAY, 17th February, at 4 P.M.
KAGOSHIMA MARU.....	SINGAPORE, COLOMBO and BOMBAY	TUESDAY, 21st February, at Noon.
KASUGA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 24th February, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 4th February, 1899.

SETTING UP OF DISTILLERIES
Rice — Corn — Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories — Preserves Factories
Laboratories of Druggists — Essences Factories
STEAM KITCHENS
ECROT & GRANGE, rue Mathis, PARIS
Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE. (Taking Cargo at through rates to SOUTH AFRICA, CALCUTTA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)
THE Company's Steamship

"GISELA,"
Captain F. Mosca, will be despatched as above on MONDAY, the 13th instant, P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 6th February, 1899. [179]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRANI,"
Captain Trotter, will be despatched as above on TUESDAY, the 14th instant, at Noon.
For Freight, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 6th February, 1899. [154]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"TRIESTE,"
Captain A. Mitis, will leave for the above places on TUESDAY, the 14th instant, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 7th February, 1899. [189]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"PATROCLUS,"
Captain Dickens, will be despatched as above on WEDNESDAY, the 15th instant, at Noon.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th February, 1899. [187]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"SIKH,"
will be despatched as above on or about the 24th instant.
S.S. "ARGYL"..... About 11th Mar., 1899.
S.S. "MACDUFF"..... 31st Mar., 1899.
S.S. "CHAZEE"..... 15th April, 1899.
For Freight or Passage, apply to
DODWELL & CO., LIMITED, Agents.
Hongkong, 6th February, 1899. [15]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"SUNGKIANG,"
Captain Dodd, will be despatched as above TO-MORROW, the 9th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th February, 1899. [185]

NORDDEUTSCHER LLOYD.
NOTICE.
YOKOHAMA, KOBE AND NAGASAKI.
THE Company's Steamship

"HOHENZOLLERN,"
Captain E. Woltersdorff, will leave for the above Ports on or about TO-MORROW, the 9th instant.
For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 3rd February, 1899. [154]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO SHANGHAI.
THE Company's Steamship

"SACHSEN,"
Captain H. Sippner, due here with the outward German Mail about the 8th instant will leave for the above places about 24 hours after arrival.
For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 3rd February, 1899. [154]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"CHINGTU,"
Captain Moore, will be despatched on TUESDAY, the 23rd instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th February, 1899. [181]

FOR NEW YORK (DIRECT).
THE Steamship

"KENMORE,"
Captain Ellis, will be despatched for the above Port on or about the end of February.
For Freight, apply to
CARLOWITZ & Co., Agents.
Hongkong, 12th January, 1899. [10]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 15th Feb., 1899.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 15th Mar., 1899.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 5th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pulford's Street. [3]
Hongkong, 16th January, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th March, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 28th April, at Noon.

THE Steamship

"NIPPON MARU,"
will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 8th February, 1899. [1310]

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at FLETCHER & CO'S PHARMACY, (Opposite the HONGKONG HOTEL).
Business Hours: 10 A.M. to 5 P.M.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye, requiring Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
Victoria... 3,502 J. J. Pantan... Feb. 14.
Tacoma... 2,811 A. Dixon... Feb. 25.
Glenogle... 3,750 J. McGillivray... Mar. 21.
Olympia... 2,837 J. Truebridge... April 1.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 2,874 J. W. Evans... Feb. 18.
Lennor... 3,677 J. Williamson... Mar. 11.
Columbia... 2,976 N. Moncur... April 15.
Monmouthshire... 2,874 J. W. Evans... May 6.
* Calling at Honolulu and Not calling SHANGHAI.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.
Hongkong, 7th February, 1899. [6]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"DALLAARAT,"
Captain C. L. W. Field, carrying Her Majesty's Mail, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 18th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required to be noted, and are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE, Superintendent.
Hongkong, 4th February, 1899. [5]

FOR SAN FRANCISCO.

"QUEEN MARGARET,"
Fraser, Master, shortly expected, here will load for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 3rd January, 1899. [153]

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SARNIA.....	HAVRE, HAMBURG/BREMEN.	About 12th February.
Ehlers.....	(LONDON with transshipment in HAMBURG)	February.
SILESIA.....	HAVRE, HAMBURG/BREMEN.	About 10th March.
Hehrens.....	(LONDON with transshipment in HAMBURG)	March.
SUEVIA.....	HAVRE, HAMBURG/BREMEN.	About 20th March.
WITTENBERG.....	(LONDON with transshipment in HAMBURG)	March.
Madsen.....	HAVRE, HAMBURG/BREMEN.	About 31st March.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co., Agents. [981]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.

THE U. S. Mail Steamship

"CHINA,"
will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 16th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO AND CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 27th January, 1899. [1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.
Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.
Carmarthenshire... Feb. 25.
Belgian King... Mar. 25.
Carlele City... April 25.

THE Steamship

"CARMARTHENSIRE,"
will be despatched for SAN DIEGO, VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on or about the 25th February.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th February, 1899. [153]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 25th Feb., at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st March, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 15th April, at Noon.

THE Company's Steamship

"DORIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing, for China or Japan, and Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 2nd February, 1899. [2]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE, N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen... Wednesday 1st March.
Bayern... Wednesday 29th March.
Prinz Heinrich... Wednesday 26th April.
Preussen... Wednesday 24th May.

ON WEDNESDAY, the 1st day of March, 1899, at 9 A.M., the Company's Steamship "SACHSEN" Captain H. Sippner, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.
For further Particulars apply to
MELCHERS & Co., Agents.
Hongkong, 1st February, 1899. [154]